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At 135 West 25th Street, March 28th, thieves carried off \$17,000 worth of furs and silks from the top or twelfth floor and from the tenth floor. They came down from the roof on ropes like circus performers and pulled the loot up to the roof from the windows. But they skipped the eleventh floor occupied by a big furrier. All the windows of the eleventh floor which the thieves skipped are guarded by Holmes Electric Protection. The thieves knew that to break one of these windows or force entrance on this floor would have meant disaster. They would not trifle with silent automatic Holmes Electric Protection.

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SHIP SUBSIDY PLAN BEST, SAYS LASKER

Only Way to Maintain Powerful Merchant Marine, He Asserts.

CHEAPEST IN THE END

Government Operation Is Causing Loss of \$50,000,000 a Year.

FARM SUPPORT SOUGHT

Naval Ratio Cannot Be Upheld, He Declares, Without Auxiliary System.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau.
Washington, D. C., April 4.

Government operation of ships, necessarily inefficient and inflexible, must be ended if a powerful merchant marine is to be established on a permanent basis, and this is only possible through a policy of national aid to private shipowners, Albert D. Lasker, chairman of the Shipping Board, told the Senate Commerce and House Merchant Marine committees at a joint meeting to-day, when hearings were begun on the ship subsidy bill recently urged upon Congress by President Harding.

Mr. Lasker declared the measure would benefit American farmers, merchants and manufacturers; that it would end the drain upon the public treasury by eliminating the losses of the Shipping Board and by enabling the sale of the fleet at favorable prices; and that without the aid contemplated in the bill the naval limitations program will place America at a disadvantage.

The 5-5-3 ratio cannot be maintained, said Mr. Lasker, if the country does not support a strong merchant marine, which could be used in event of war as a naval auxiliary.

Comparative Costs.

Pointing out that the Shipping Board is now losing \$50,000,000 a year in operating its fleet, not counting interest, insurance and depreciation, Mr. Lasker asserted that the subsidy would cost the nation only \$40,000,000 a year at the maximum, while ships could then be disposed of and real benefit to American commerce and transportation obtained.

As if in anticipation of strong opposition from the farmer groups, Mr. Lasker stressed the benefits to agricultural interests expected from the proposed legislation.

"Unless we have a strong marine foreign nations will buy elsewhere, because of the exchange rates," he said, adding that the recent farm depression was due to a slump in the export trade. In a plea for labor support, Mr. Lasker declared the subsidy would aid in maintaining living standards on American vessels and in shipyards, and that the increase in foreign trade would benefit the working man.

Mr. Lasker linked the subsidy and the proposed Great Lakes-St. Lawrence ship canal, affirming his "ardent hope" that the "farmers' dream of the waterway comes true." But the project is not feasible, he added, "unless we can have profitable operation of American ships; because that waterway is but seasonal, and other nations might not afford to work out a system of flexibility of tonnage for use in that waterway to our advantage."

The chairman was emphatic in his disapproval of Government operation. Its purpose, he said, as defined by law, "was to build up trade routes in order that the Government ships might

Envoy 90 Days on Way to Persia; Only 65 in 1882

WASHINGTON, April 4.—A record length of time for a diplomat to reach his post has been established by Rabbi Joseph S. Kornfeld of Columbus, Ohio, new American Minister to Persia. A cable received to-day at the State Department from the legation in Teheran stated Minister Kornfeld arrived there yesterday. The Minister sailed from New York January 3. He was just three months on the way, of which time 75 days were passed in traveling.

The first American Minister to Persia in 1882 took 95 days to reach Teheran.

Thus he sold with established good will to private owners. The very method chosen has worked to defeat its own purpose, for in the upbuilding of those routes the Government has operated ships, and in the operation of ships has driven its potential customers largely off the seas. Thus, we come to conclusions from which there can be no escape—that since continued Government operation means finally the possible and likely elimination of private operation of American ships, a method must be devised whereby the Government shall end its operation and at the same time insure carriage of American goods under the American flag through private ownership as contemplated by the Jones act.

However undesirable continued Government operation may be, Mr. Lasker pointed out, there is unfortunately under current conditions no market for the board's tonnage.

"After months of deliberation, in January last," he said, "the board decided to undertake to sell its tonnage at world market prices; and on its steel freighters, after careful investigation, it found this to be a minimum of \$30 per ton for the best tonnage. So depressed is world's shipping at present, and especially so timid are operators under the American flag, that we have even at these prices been able to dispose of but 100,000 deadweight, or 65,000 gross tons. Nor can we see any great hope of disposal of an appreciable part of the total tonnage we have, unless, through Government aid, the difference between our operation and that of the foreigner is provided for, and thereby automatically the competition of wasteful Government operation removed."

Detailing suggested substitutes for the present Shipping Board operating system, such as chartering the fleet on a bareboat basis, Mr. Lasker rejected all as impracticable, coming again to the conclusion that the only possible solution was elimination of the Government as an operating factor.

"Continued Government operation," he declared, "solves the problem in one way, to wit, that the fleet shall be operated by the Government until it is worn out and thus assure the elimination of the American flag from world commerce."

Urging the need of haste on the committee members, Mr. Lasker said: "For reasons which we have sketched to you, the inefficiency of the Government operation, the great loss thereby accruing through the continuance of the Emergency Fleet Corporation, the uncertainty in the minds of private owners because of that continued operation, and the need of a policy to insure the disposition of the Government owned fleet, all testify to the fact that expedition is the essence in the enactment of the legislation for which the President has called. Delay may be fatal. The Shipping Board would view with alarm inaction by this Congress on the legislation which the President asked in behalf of our merchant marine."

"The matter under consideration is not merely one of subsidy or no subsidy; it involves what shall become of the Government's vast war built merchant fleet; what shall be done to end the large losses of governmental operation of ships through the Emergency Fleet Corporation; what shall be done to insure the overseas carriage of America's surplus products in time of peace; and it involves, in importance possibly beyond all these questions, whether America, through the possession of an adequate merchant marine, shall be self-sustaining and self-sufficient on the seas in times of war."

PILOT OF 42 TRIPS TO RUN LEVIATHAN

Capt. Bernard to Be in Command on Way to Newport News on Sunday.

If the fog holds off next Sunday morning and there are no other natural perils to worry seamen, the Leviathan greatest ship that ever sailed the seas, save one, will leave her pier at Hoboken, where she has laid idle for three years, to go to Newport News to be reconditioned at a cost of \$3,200,000.

The problem of swinging the giant steamship from her pier, of turning her in the Hudson and of navigating her safely out of the harbor and down the coast and over Thimble Shoals and into Hampton Roads and the Newport News Channel is one that has furrowed the brows of the International Mercantile Marine officials and of Shipping Board and other Government heads.

The tremendous bulk of the Leviathan, 54,282 gross tonnage, and her great length, 960 feet over all, exceeded only by the bulk and length of the new Mauretania; coupled with the fact that she has been idle for three years and that moving her would be something of a delicate experiment, overawed many merchant captains who might have been asked to take charge of her on the trip.

Two or three that were approached backed out, saying they would not dare take a chance. After a conference of the authorities it was decided that the obviously intelligent course would be to put the Leviathan in full charge of Capt. W. J. Bernard, marine superintendent of the Army Transport Service all through the war.

P. H. Gibbs, of the International Mercantile Marine, who knows more about the Leviathan, probably, than any other person, having studied and surveyed her from stem to stern and from deck to keel, said yesterday:

"Weather permitting, the Leviathan will go out on Sunday in charge of Capt. Bernard. It was he who handled the Leviathan in the forty-two voyages she made while in the transport service. At first he directed her docking and her departures from the dock at Hoboken. Then he made it a rule to be aboard of the ship herself, accompanying her to Ambrose Channel or joining her at Ambrose on her way in. In all these times there was never an accident."

"The plan is to take the Leviathan out fairly early on Sunday and to send her down the coast at about a fifteen knot pace. Her engines have been thoroughly overhauled and this speed will be nothing for her. We don't want speed. All we want is to get to Thimble Shoals at the Virginia Capes in time for the tide. Arriving at the Capes, the Leviathan will be boarded by Capt. Peake, a famous pilot of those waters, who will take her over the shoals, through Hampton Roads and into the Newport News Channel. Buoyage have already been put down in the channel to mark her exact course and to indicate an anchorage for the time."

"It might be well to state for public interest that the Leviathan, in whom every American citizen should feel pride, is in first class shape so far as engines are concerned. Her solid parts are concerned. It is the general refitting and redecoration for passenger service that she needs. She is as sound as a dollar and stories about her having sadly deteriorated in idleness are nonsense. When turned out of dock at Newport News she will be the finest ship in service."

HARDING PREPARING BUREAU SHAKEUPS

Continued from First Page.

rules and retain in office efficient men and women whether they were Republicans or not," he said. "It was largely on the strength of the promise that we received such an overwhelming vote."

"I did not make my campaign on that platform," declared Senator Moses. "I let my people believe that if the Republicans got in office we would turn the Democrats out. When the Democrats got in power they navished every department of the Government. We took our medicine like men. Now you Democrats must take yours."

Senator Norris, after complimenting Senator Moses on his candor, said: "Then if that is to be the policy of this Administration, let's do away with the civil service fiasco and the flimflam game we are playing on the public. We should stop practicing deception and pretending to be non-partisan in the appointment of postmasters and other Government officials."

Senator Moses said that policy would suit him, but added that in making the appointments of postmasters President Harding was observing the civil service rules as closely as did President Wilson.

SEES TRANSPORTATION AS GREATEST INDUSTRY

Bootlegging Next; Hard to Predict Future of Either.

Robert E. M. Cowie, vice-president of the American Railway Express Company, speaking yesterday at a meeting of 450 transportation engineers at the annual Electric Automobile and Truck luncheon at the Hotel Astor, said he classed transportation as the greatest industry in the country and bootlegging as the second greatest.

"The future of motor vehicles, like bootlegging," said Mr. Cowie, "is so great that it is hazardous to predict where it will stop."

H. F. Hotchkiss, an assistant to the general manager of the New York, New Haven and Hartford Railroad, said that through the use of trailer trucks, hauled or pushed by electric tractors, many economies have been made possible on railway freight platforms.

SCHOOL OFFICIAL HONORED

Patrick Jones, Superintendent of Supplies, Gets Loving Cup.

A silver loving cup was presented yesterday to Patrick Jones, Superintendent of School Supplies of the Board of Education since 1904, in token of his "faithful and efficient service" by his coworkers in the board. A. L. Brasefield, Deputy Superintendent, acted as spokesman and congratulated Mr. Jones on having been re-elected for the fourth time on February 8 of this year.

Mr. Jones supervises the distribution of supplies to a million pupils, has charge of the heating and cleaning of 600 large buildings, operates an extensive transportation system for school children and accounts for the expenditure of approximately \$7,000,000 annually. He entered the service of the board on November 1, 1893, and was elected to his present position eleven years later.

SEVEN WOMEN JURORS SWORN

Seven women were sworn in by Supreme Court Justice Minton yesterday as members of the Bergen County Grand Jury at Hackensack. They will serve during the April term.

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VOGUE'S ESSAYS ON ETIQUETTE

A series of articles on
accepted social usage

RECENTLY manners have altered so radically, not merely in form but in spirit, that Vogue feels it timely to review the whole subject of good usage and the right feeling on which good usage invariably is based.

IN the next issue, therefore, Vogue will begin a series of articles covering all points of etiquette, and tracing them to their source in the native consideration of the gently-bred for the feelings of others.



To know the letter of good manners is part of Vogue's daily routine. In America, Vogue is the acknowledged court of authority in all matters of social usage. Constantly it publishes articles on the approved forms of correspondence, permissible innovations in weddings, modified conventions in mourning, altered usage in entertaining. Every season, thousands of its readers consult Vogue on every nice point of usage.

The spirit of good manners is part of Vogue's tradition. Thirty years ago, Vogue

was founded, by ladies and gentlemen for ladies and gentlemen, and ever since its founding it has been edited by members of the inner circle for the group of people whom they and their friends know.

Vogue's tradition, therefore, is the tradition of good breeding; its knowledge is the knowledge of the cultivated world; and its pronouncements on where the conventions of society must be maintained and where they may be relaxed in the flux of this modern era are the pronouncements of authority.

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of articles offers a convenient reference for the sophisticated, a very present help to the humble, and a discreet little sermon on true good manners for gay and headlong youth.

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